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In a recent book (*Adam Smith and Modern Sociology*) I have shown that Adam Smith's system of thought was primarily a moral philosophy, in which his economic theory was incidental. I have qualified that theorem by pointing out that the moral philosophy had very little in detail in common with positive ethical or sociological theory today, because it was simply a version of the individualistic and subjectivistic doctrines of the school to which Smith belonged. It was virtually an attempt to express a social system in terms of non-social elements.

Herr Huth on the contrary analyzes Smith's language—he is the principal subject, and Ferguson secondary—and in reality shows what it would have to mean if it were used today by a scholar who had assimilated all the chief modifications in sociological thinking which the intervening century and a third has produced. By this method he finds in Smith's archaic moral philosophy a very fair skeleton of the most modern sociology. That is, if Smith had used terms not in his sense but in our sense, and if he had accepted all the logical implications which are evident to us but which were beyond his ken, he would have thought what we do, instead of what he did!

The book might well serve as a classic in illustrating the futility of a scholar's technique if it is not controlled by general sobriety of judgment. Sociology has proved its ability to thrive upon the contempt and ridicule of the historians. Affairs would take a serious turn if there were danger that sociology would be obliged to accept the handicap of much of this type of historical support.

ALBION W. SMALL

THE UNIVERSITY OF CHICAGO

Economics of Railway Operation. By M. L. BYERS. New York: The Engineering News Publishing Company, 1908. Pp. 666. \$5.00.

With the rapid development in transportation, the author tells us, it has become more and more difficult to obtain a true perspective.

The department officer too often works for the advantage of the department alone, losing sight of the broader interest of the stockholder; and the young man entering upon railroad career finds it difficult, if not impossible, to obtain any very clear view of the relation of his work to that of other departments.

It is therefore of importance to bring into view the general outline of the mechanism of railway operation, and to develop the principles which underly it. The book attempts such a task, with success. Although primarily descriptive, it contains discussion and analysis based on a wide practical experience, and should be of service to the expert as well as to the beginner, and to the student of railroads as well as to the men engaged in their operation.

The economics of railway operation are treated under seven heads: (1) "Organization;" (2) "Employment, Education and Discipline of Forces;" (3) "Accounts and Accounting;" (4) "Reports;" (5) "Economic Operation;" (6) "Analysis of Operations and Control of Expenses;" (7) "Betterments."

Of the seven heads that of "Economic Operation" receives the most elaborate discussion. Successive chapters deal with "Maintenance of Way and Structures," "Machinery Department Operation," "Transportation," "Freight Traffic Department," and "Other Departments." We are told what kinds of ballast give best results; what defects in track most frequently appear, and what are the best methods of dealing with them; what is the best organization for track forces; under "Machinery," how depreciation may be measured, how and when repairs may be made, what kinds of fuel give best service, how deterioration due to hard water may be avoided, and the like. Under "Transportation," the standard code of train rules of the American Railway Association is reprinted, followed by a thorough description of the methods of handling freight, car service, car interchange, distribution of cars, engine rating, station, yard, road, enginehouse, and coach-yard service, etc. Under "Traffic" and "Other Departments" indication is given of the work to be done and the problems to be met. The chapters on "Maintenance," "Machinery," and "Transportation" are standard in character, and are unlikely to be superseded for a considerable time. The six chapters in the section take up 359 out of a total of 666 pages in the book, and are both thoughtful and exhaustive.

Next to the discussion of "Economic Operation" may be ranked that of "Betterments." Here the author's experience as chief engineer of maintenance of way on the Missouri Pacific stands him in particularly good stead. Some of the main improvements which it is possible to make in track, terminals, yards, equipment, and the like are described, with statements of the gains likely to

accrue from them, and of the losses in efficiency which maladjustments may entail. For instance, diagrams are given to show the delay and confusion caused by unskilful spacing of sidings, and the advantages of over-lapping sidetracks. The chapter is brief, but it is carefully prepared.

The section of "Analysis of Operations" handles railroad figures after the fashion of T. L. Green in his well-known *Corporation Finance*, although containing much additional data. That on "Organization" is mostly filled by a reprint of by-laws of a hypothetical railroad company—by-laws which are modeled, we are told, largely on those of the Pennsylvania Railroad. The other chapters are, on the whole, less satisfactory. That on "Employment, Education and Discipline of Forces" is largely drawn, as the author states, from Lindsay's report to the United States Department of Labor in 1901. It cannot be said to be out of place, and yet the inclusion of data concerning pensions, railway brotherhoods, and the like from such a public document mars the impression of personal authority which the rest of the book conveys. The chapter on "Reports" contains a list of several hundred forms, with brief statements as to the use of each. It is hard to see how the usefulness of these forms justifies the sixty-two pages devoted to them. Finally, the chapter on "Accounts" is mostly occupied by an elaborate classification of receipts and disbursements. The wisdom of including this in the text may be questioned, all the more since the work of railway auditing is treated in the most cursory fashion, and in another chapter. If, as the author says, the objects sought by accounting and reports are: (1) To enable the owners of the property to judge as to its value and as to the efficiency of the management; (2) To aid the officers of all grades in their efforts to secure economical results in that portion of the company's operations intrusted to their charge; (3) To prevent dishonesty; then surely the activity of the auditing department in checking receipts on local and interline freight is worthy of careful attention. It should not be neglected and space given instead to a detailed classification which can be of no service to a "young man entering upon a railroad career," and which is of somewhat uncertain value even to the older officer.

However, where so much has been done so very well it is ungracious to insist upon matters of omission or of presentation. The level of the book is a high one; and fullest recognition should

be given to the wide knowledge of railroad operation which it reveals, and to the thoroughness and care with which its material is given to the public.

STUART DAGGETT

HARVARD UNIVERSITY

Die Arbeiter-Versicherung in den Vereinigten Staaten von Nord-Amerika. By CHARLES RICHMOND HENDERSON. Berlin-Grünewald: A. Troschel, 1907. Pp. 64+131.

This is the beginning of the fourth volume of Dr. Zacher's series on "Die Arbeiterversicherung im Auslande," the preceding volumes having dealt with workingmen's insurance in European countries other than Germany. Dr. Zacher prefaces this volume with a sixty-two page defense of the German system of insurance. He replies first to the socialist critics, who speak of this legislation as a bit of social-politics not worthy of mention, by giving the sums actually paid to workingmen and by showing the indirect effects of preventive measures in promoting the public health and welfare. The critics who deplore the cost of the system also receive attention. The rapid industrial development of Germany is to be attributed in part to such legislation and other nations are following the example of Germany from considerations of self interest. The cost of the system is only a sixth of the amount spent for alcoholic drink. Perhaps the cost has pressed heavily on some small employers, but this relates to the details of the system, not to the system itself. The charge that this social legislation has led to abuses and tends to demoralize the laborer is to be taken *cum grano salis*. It is true that some sick-benefit associations have in slack periods been conducted as though they were designed to insure against unemployment, and there is frequently an attempt to get the largest possible compensation for a trivial accident. It must not be forgotten, however, that this legislation was a generation in advance of the ability of a large part of the laboring class to comprehend it. And then private insurance companies have found that there are those among the propertied classes also who attempt by means of fire insurance to make a profit out of their misfortunes. The German system also has not done away with what we should call "ambulance lawyers." Dr. Zacher sug-